

US Coast Guard  
MSO San Francisco Bay Marine Fire Fighting Plan

<b>8700 HAZARDOUS MATERIALS.....</b>	<b>2</b>
<b>8710 VESSEL/FACILITY/CARGO INFORMATION .....</b>	<b>2</b>
<b>8720 OIL AND HAZARDOUS CHEMICAL RELEASE .....</b>	<b>3</b>
<b>8720.1 Roles and Responsibilities .....</b>	<b>3</b>

US Coast Guard  
MSO San Francisco Bay Marine Fire Fighting Plan

## 8700 HAZARDOUS MATERIALS

### 8710 Vessel/Facility/Cargo Information

HAZARDOUS MATERIALS. Various DOT and USCG regulations require that hazardous materials information be placed at waterfront transportation facilities, or on board vessels, to improve the safe handling and identification of hazardous materials involved in transportation. This information takes several forms and includes shipping papers, dangerous cargo manifests and cargo information cards.

- Shipping Papers. Shipping papers are required for packaged hazardous material cargoes, liquid bulk hazardous material cargoes, and flammable or combustible bulk liquid cargoes. The shipping paper for packaged hazardous material (49 CFR 172) is not required aboard the vessel but must be maintained by the water carrier. This is usually at its U.S. port facility where the cargo is loaded or discharged. The shipping paper must, at a minimum, contain the following:

- Hazardous Material Description including proper shipping name, hazard class or division, identification number, packing group and total quantity
- Shipper name
- *24 Hour Emergency Response Telephone Number*

Shipping papers for bulk liquid cargoes must be carried on board the vessel. Required information includes:

- Name of Consignee
  - Location of delivery point
  - Kind, grades, and approximate quantity of each cargo
- Dangerous Cargo Manifest. The Dangerous Cargo Manifest (DCM) is a listing of all hazardous material cargo on a vessel and contains a great deal of information of interest to emergency response teams. Vessel information includes name, call sign, flag, port of loading and discharge and date. Cargo information includes proper shipping name, gross weight of cargo, hazard class, type of package, storage locations and an emergency response telephone number. Only hazardous materials subject to 49 CFR or the International Maritime Dangerous Goods (IMDG) code may be listed on the DCM.
- Holders and Location: Copies of dangerous cargo manifests are held on the vessel and generally by the shipping line and terminal operator. The vessel's DCM is required to be held in a designated holder on the

US Coast Guard  
MSO San Francisco Bay Marine Fire Fighting Plan

bridge. The shipping company or terminal operator should also hold a copy of the manifest in the local office.

- Accuracy during loading: During loading or unloading operations, the manifest will not indicate whether the cargo is on the vessel or on the dock
- Cargo Information Card. This, or its equivalent, must be available at the bridge or pilot house of any vessel towing barges loaded with flammable or combustible bulk liquid cargoes, or barges loaded with bulk liquid hazardous material cargoes. Cargo information for bulk liquefied, liquefied gas, or compressed hazardous gas cargoes carried on board tank vessels requires greater detail. Required cargo information for barges includes:
  - Cargo identification and characteristics
  - Emergency procedures
  - Fire fighting procedures

COAST GUARD PERMITS. A COTP approved "Application and Permit to Handle Hazardous Materials", Form CG-4260, is required to load a vessel with Division 1.1 or 1.2 explosives (classes A and B Explosives) at a waterfront facility.

- Permit Information. Information concerning Coast Guard issued permits can be obtained by calling the watch office at Marine Safety Office San Francisco Bay. See the **Resource Guide** section for the telephone number. Local Fire departments may request permit information for a vessel or facility.

## **8720 Oil and Hazardous Chemical Release**

### **8720.1 Roles and Responsibilities**

ON-SCENE COORDINATOR RESPONSIBILITIES. COTP San Francisco is designated as the Federal On Scene Coordinator (FOSC) for both oil and hazardous material releases in the coastal zone of Northern California. The Environmental Protection Agency (EPA) is the Federal OSC for inland areas. The OSC is charged with insuring that all releases are responded to and, when feasible, clean up is properly effected. The OSC also has access to the CERCLA "Superfund" and the Oil Spill Liability Trust Fund (OSLTF) which may be used to pay for removal costs when the spiller is unknown or refuses to effect clean up. Ultimately, the discharger is held liable for costs incurred by the Federal Government.

FIRE DEPARTMENTS. Fire Departments are typically called in to respond to hazardous chemical releases. They are often well trained and equipped to

US Coast Guard  
MSO San Francisco Bay Marine Fire Fighting Plan

respond to chemical releases of limited size and hazard. However, they may be unable to handle a major release without additional assistance. They should not hesitate to contact the OSC for assistance, support or transfer of operational control.

ON-SCENE SUPERVISION - HAZMAT RELEASE. Cleanup of hazardous materials and evaluation of the hazards is made under the supervision of the local agency having jurisdiction and/or the OSC. In practice, the majority of releases are very limited in size and the incident is often over by the time OSC response personnel can arrive at the scene. They are readily handled by local government response agencies and the responsible party without active federal involvement. For larger releases, beyond the capabilities of local agencies, the FOSC plays a more active role and may call in an extensive response organization, including the Coast Guard Pacific Strike Team, to assist local agencies. In all hazardous substance releases the OSC will evaluate the hazard present and assist local response agencies as necessary.

SPILL/RELEASE REPORTING. Notice of an oil discharge or release of a hazardous substance in an amount equal to or greater than the reportable quantity must be made immediately in accordance with 33 CFR part 153, Subpart B, and 40 CFR part 302, respectively. Notification must be made to the National Response Center (NRC) Duty Officer, Headquarters, United States Coast Guard, Washington, D.C. See the **Resource Guide** section 8800 for the telephone number. All notices will be relayed immediately by telephone to the cognizant OSC. Federal law requires that oil and hazardous chemical releases be reported to the appropriate FEDERAL OSC. Failure to report a release may lead to criminal penalties and fines of up to \$10,000. The National Response Center receives reports of all discharges and relays them to the appropriate Federal OSC.

OIL SPILL RESPONDERS. OSHA requires that the responsible party (spiller) employ qualified, well equipped, and highly trained personnel to respond:

- ONLY if the spiller is a large company with well-trained response personnel and has sufficient equipment and resources (like Union Carbide's response team) should the spiller use in-house personnel familiar with the released chemicals to respond.
- Small companies or operations such as small trucking services are not encouraged to try any response to hazardous material spills. It is highly dangerous for such personnel to respond and recommended they hire a contractor capable of handling the hazardous materials release.

US Coast Guard  
MSO San Francisco Bay Marine Fire Fighting Plan

TECHNICAL ASSISTANCE. Refer to the **Resource Guide** section 8800 for a listing of other agencies that provide technical assistance.